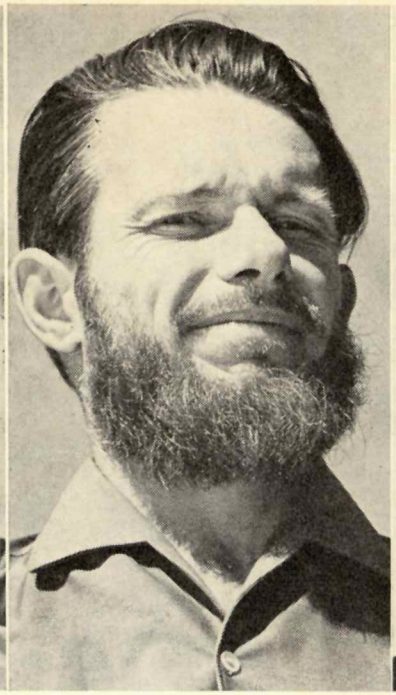
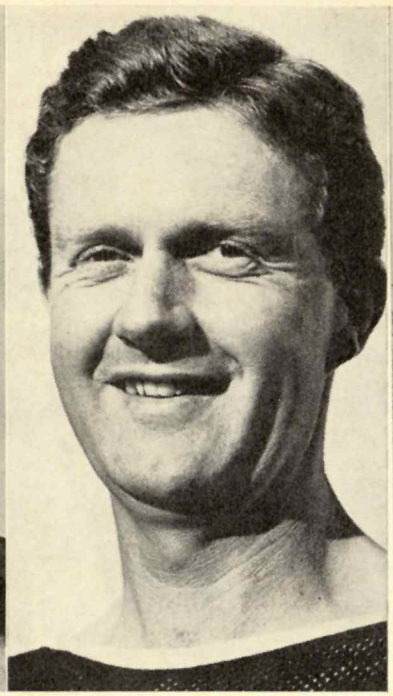


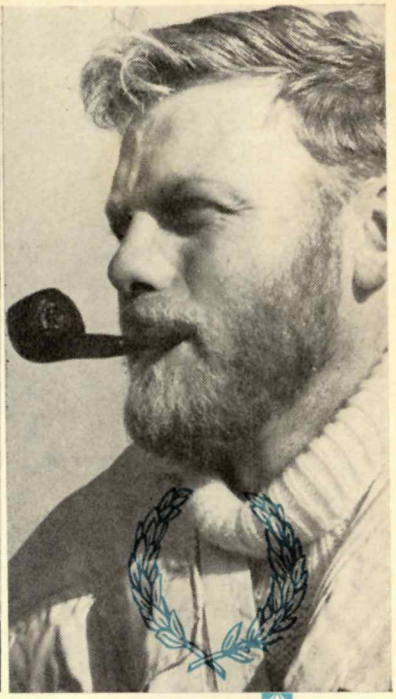
Bobby Bongers



John Goodwin



Mike Puttergill



Bruce Dalling

EDITORIAL

OCTOBER 1967

ABOVE are the four good men and true who comprised the short list of potential skippers for next year's Singlehanded Transatlantic Race, South Africa's first venture into big-time deepsea racing—with the laurel wreath marking the winner. This venture, which has now become a national affair, was first conceived by this magazine, after our fruitless efforts to stir up a team for the Admiral's Cup racing in which Australia has just distinguished herself.

The Springbok skipper, Bruce Dalling, was chosen after a series of meetings in the offices of *S.A. Yachting* just before we went to press, but on the next two pages is more of the latest news on the venture and the man. As the pictures so obviously demonstrate, any one of these four could have put up a fine show in the race. South Africa is lucky to have behind her entry a trio of splendid potential unofficial "reserves". All four of them are tough, experienced and dedicated men.

The ship has now been turned over and work is going ahead with her completion. Our other pictures were taken by David Baker during an inspection trip by the technical sub-committee, the editor, Brian Lello and Gordon Webb, and the Springbok Ocean-racing Trust Fund representative, Commander A. D. Boyle of the South African Navy.

* * *

Since the capsize of the big catamaran *Golden Cockerell*, in Britain's first multihull race recently, and a couple of other incidents there has been a renewal of the sometimes hot-headed discussion about the relative merits and safety of tri's and cats and conventional monohulls. In the meantime cruising multihulls continue to make their way across the oceans and round the world. The latest to arrive in Cape Town is a particularly handsome and well-outfitted 44-footer, *World Cat*, which has come all the way from the Pacific Coast of the United States and coped well enough with a nasty patch of Cape Agulhas bad weather.

However, we must continue to report the other side of the coin, in the interests of the yachting community generally. We have just heard from Paul Hopkins, editor of *Australian Seacraft*, who writes: "This week another Australian trimaran came to grief. Four men and the boat, *Bandersnatch*, are missing off the far southern NSW coast. If our fears are confirmed, this loss will account for nine lives in a little over 12 months off the eastern coast of Australia—all in trimarans."

Bandersnatch was, of course, one of Australia's outstanding tris, the fastest of the multihulls that sailed the Sydney-Hobart Race course, and crewed by tough and experienced seamen. It is up to readers to draw their own conclusions from this new incident and from what they have already read in our and overseas journals.

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22,000 LBS. OF "MUSCLES": Here are the eight light alloy winches which will enable one man to handle often more than 1,000 sq. ft. of Vectis terylene in the Springbok contender in next year's Transatlantic Race. Each foreground winch weighs only 14 lb., but can pull up to 3,000 lb. An equivalent Yankee winch weighs 60 lb. Giving the equipment the once-over are the S.T.A.R. Technical Committee, Gordon Webb and Brian Lello, with the representative of the Springbok Ocean Racing Trust Fund, Commander S. D. Boyle, of the S.A. Navy. In the background is the hull of the ketch, before it was turned over last month. Photo: David Baker

BRUCE DALLING
is S. A.'s lone Springbok Sailor

HIGHVELD-born, Durban-based, Bruce Dalling, 29, is the man to sail South Africa's single-hander in next year's race across the North Atlantic—the first out-and-out Springbok venture into ocean-racing. He was given the job by a selection committee which sat all week-end early this month before arriving at a unanimous decision.

Their voice was then ratified by a full meeting of the national organising committee, sitting in the offices of *S.A. Yachting*.

The selectors were Gordon Graham, chairman of the executive committee of S.A.Y.R.A., Judge Louis van Winsen, president of the Royal Cape Yacht Club, Colonel Don Ord, chairman of the Transvaal Sailing Association and of the Federation of Aquatic Sports, Gordon Webb, *Stormvogel's* first skipper, Reg Ashman from Bloemfontein and Dick Prior from Durban, chairman of the Offshore Committee there.

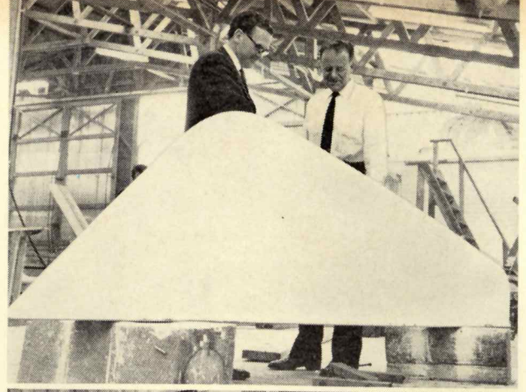
This panel interviewed personally the four men on the short list, John Goodwin of Hout Bay, Bobby Bongers of Zeekoevlei and Mike Puttergill, besides Dalling. When they had made their decision Judge Van Winsen told the organising committee how impressed they had been by the calibre and sailing qualifications of all four men, any one whom was capable of putting up a fine show for South Africa.

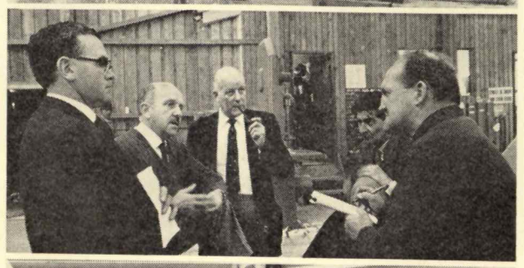
He then detailed at great length Bruce Dalling's concentrated spell of deepsea sailing, mostly in Australian and Hong Kong waters, which culminated last year in his 8,000-mile solo voyage from Hong Kong to Durban, in his beautifully kept-up 4-tonner *Vertue Carina*.

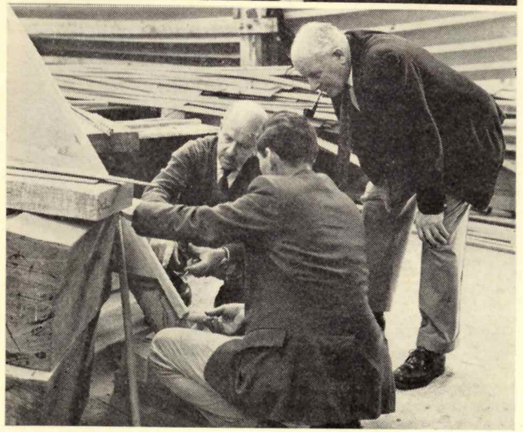
This year Dalling went to England for the ocean-racing season there and was honoured with the mate's job in the Royal Ocean Racing Club's own yacht *Fanfare*. He took part in the Fastnet Rock and other races, and the upshot

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RIGHT, TOP TO BOTTOM:
The pattern for the three-ton lead keel is checked by the manager of the marine division of Thesens Boatyard (left) and the boss, Stanley Thesen.

Discussing construction details are l. to r.: manager Jim Dewar, Brian Lello, editor of S.A. Yachting, Commander Boyle, yard foreman Mike Marshall and Gordon Webb, Stormvogel's first skipper.

How to make the stem fairlead double as a lightweight breasthook is being thrashed out here.

was that the committee had before them a very complimentary letter from the Commodore of the R.O.R.C. about his performance.

While he was in England he conducted a very thorough reconnaisance on behalf of our STAR venture, visiting Plymouth, the Royal Western Yacht Club there, the local boatyards; had talks with Colonel Hasler of self-steering fame; saw Laurent Giles; attended the A.Y.R.S. symposium on the single-handed race and generally did an immense amount of ground-work on our behalf, even though he had no inkling that he would get the job.

In fact he appeared astounded when he finally appeared before the full committee, to be asked to take South Africa's ship into his hands.

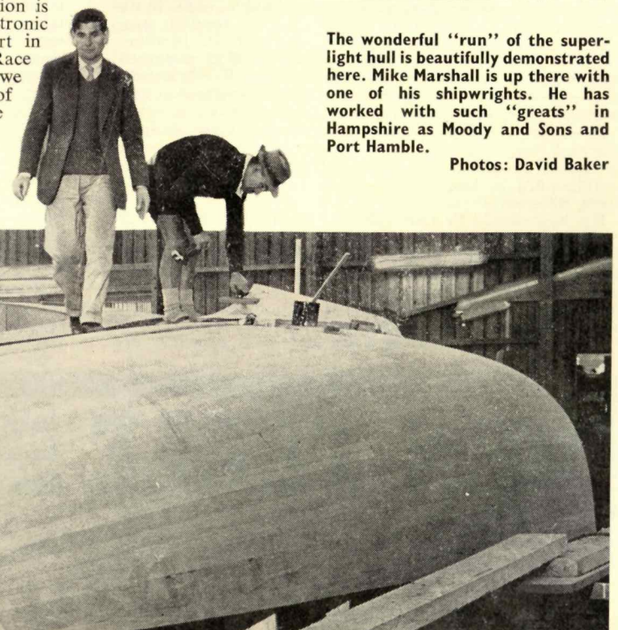
Among a lot of other adventuring he has been an anti-terrorist with commissioned rank in Malaya and has done parachuting. He holds a B.Sc. (Agric.) degree and is at present a warden of one of the houses at the University of Natal. He is studying for a B.A., reading among other subjects theology and political science.

All in all, a tough, experienced well-rounded character who will be a credit to us in a race that has become a great focal point of international prestige.

Now that the skipper has been selected, the final fitting out of naval architect Van der Stadt's masterpiece will go ahead at full speed, but in direct collaboration with the man who has to sail the big racer. The week after the selection, in the middle of this month, there was a general trek of the men behind the venture to Knysna, to decide on the most seamanlike layout for the spartan interior of the stripped-down racing hull and the equipping of the "fighting platform", on deck.

The skipper, however, will not be stinted in essentials. He has a magnificent, cleanly designed galley stove from Homestrand in America. It will burn alcohol for cleanliness, heat and safety. A bucket of water will put out an alcohol fire because the fuel is soluble in water. Petrol, and even paraffin, require special fire extinguishers.

In case the radio fails the accuracy of his navigation is assured by one of the magnificent Bulova electronic chronometers which played such a remarkable part in about half the fleet in the last big Transatlantic Race (the event for ordinary, fully-manned ocean-racers, we mean). In spite of much brutal treatment, not one of the instruments then ended up with an error of more than two seconds a day. ■



The wonderful "run" of the super-light hull is beautifully demonstrated here. Mike Marshall is up there with one of his shipwrights. He has worked with such "greats" in Hampshire as Moody and Sons and Port Hamble.

Photos: David Baker